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JANUARY • 1955

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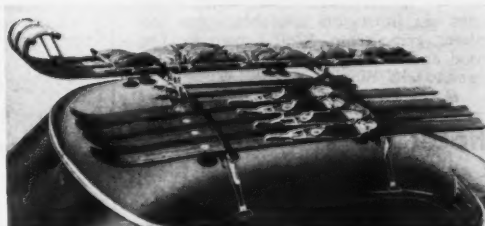
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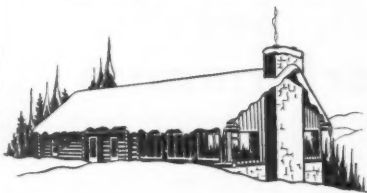
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SKI MAGAZINE

Published at Hanover, New Hampshire Volume 19, No. 4

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COVER PHOTO

This Ferania-color shot of the Moench and Eiger at Mürren in the Bernese Oberland of Switzerland was taken by Hans Gabriel of Zürich in January at about 2:30 p.m. with Rolleiflex Xenar and f 2.8 lens at f 9 and 1/50 second.

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Hand-Cutting the leather to the pattern



Shaping the leather over the last

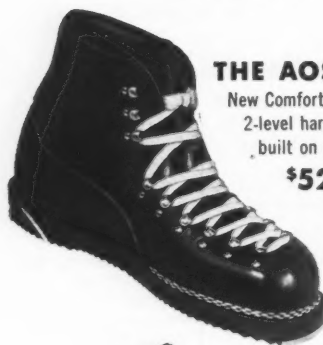


Applying first set of sole stitches



NORDICA

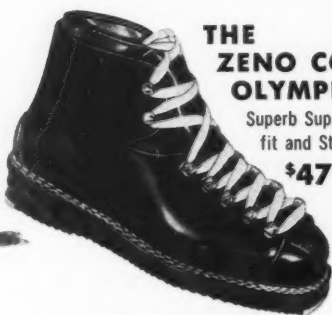
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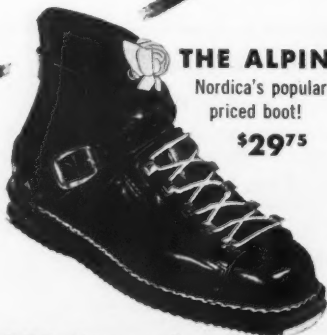
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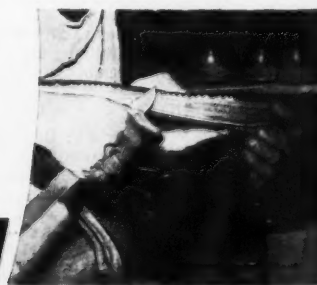
Pounding the Sole



"Unit" at work (Second Stitching)



Applying third sole stitching



Putting on the finishing touches



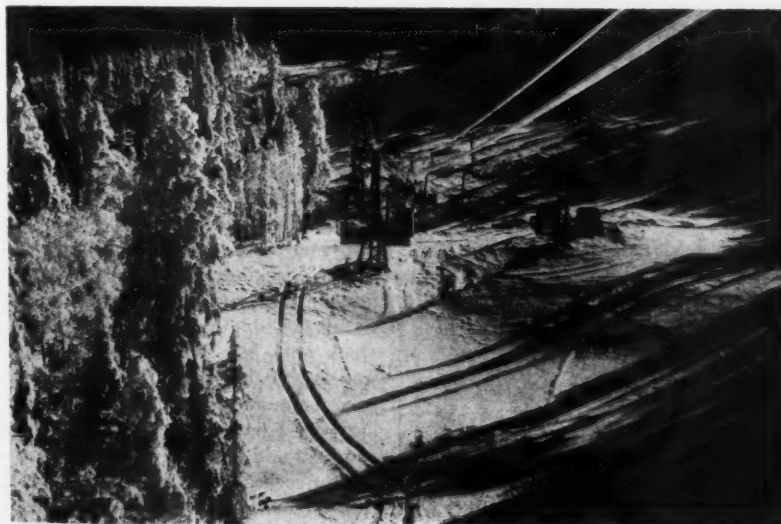
Editorially Speaking...

The story goes that when Sepp Ruschp, as a young man fresh from the Austrian Alps, first came to Stowe, Vt. he asked the local barber, "But where's the mountain?" He could see only hills covered with trees. One of the hills was a little higher than the others; that was Mt. Mansfield. Next to it, separated from it by a deep notch, was Spruce Peak.

That Stowe's hills ever became skiers' mountains is due primarily to the vision, energy and ability of Sepp Ruschp. And never was the extent of his accomplishment so evident as at the formal opening of the magnificent new Roebeling-designed Spruce Peak double chair lift on December 18, when State Forester Perry Merrill and Governor-Elect Joseph B. Johnson joined in paying tribute to Sepp, to Engineer Charlie Lord, Spruce Peak Manager Henry Simoneau and many others who aided the project. Sepp read congratulatory telegrams from Neil Starr, who financed the venture, and Mrs. Starr; he praised his assistants and other Stowe ski pioneers, among them Roland Palmedo, who was largely responsible for the construction of the original chair lift there. And all the while a spellbound audience gazed up at the enormous swoop of steel and smooth expanse of whiteness where trees and cliffs had been before. Part of the new development is shown below.

As if responsibility for one such project weren't enough, Sepp has double double chair lift trouble. He spent most of November supervising final construction of the Gampen lift at St. Anton, which Neil Starr also helped to finance. The Austrian lift will begin operation this month, and we hope to attend that opening ceremony, too. Hope to see you there!

Bill Eldred



SKI, JANUARY, 1955

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Sirs:

I read with great interest your "Amputee Ski School" article in the December 1 issue. I had the pleasure of skiing for a long week at Davos, Switzerland, with Bob just a month or two after he had started this sport. We had a wonderful time together. We then spent a couple of days in Paris, and he told me that he would come to Montreal to organize a ski school.

I had learned last year that Bob passed away, but it is the first news that I have of his activities on this continent. I agree with you that Bob Engelen had more guts than any man I ever knew. It is really too bad that he died so young.

When in Switzerland, Bob asked to have a small pair of skis made for him. I have them at home since then. I tried to reach Bob, but without success. Now, I know why. I am sending this small pair of skis by parcel post, to the Bob Engelen Memorial Fund. They were made according to Bob's own specifications, and they might be useful for somebody else.

Roger DeSerres

Montreal, P. Q.

Sirs:

Please send my girl SKI magazine for this season. The poor girl has been reading the January, 1954, copy all summer, and it just doesn't look sanitary any more.

Norman S. Watt

Toronto, Ont.

Sirs:

I have been a subscriber to your magazine for some years and enjoy the material in it. I especially get a big kick out of the articles on safety bindings. A book could be written on this subject, and then it would be only partly covered. I have used safety bindings, cable bindings (two or three different makes) and finally tried a lanier. Of all the bindings used I found that (look out—here it comes) the lanier was one of the safest! The reason—it gave me more control of the skis. This last year I have gone back to a cable. (I might add that I have been instructing for several years and have a "pro" rating from the Canadian Ski Instruc-

tors Alliance.) On one Saturday this past year, there were three persons with fractures of the lower leg at Collingwood. The X-ray plates showed all three were nearly the same type of break at about the same place on the leg. Two of the three were from Detroit, and each had rented equipment with safety bindings. Safety? To stop this chatter—I think that a safety binding will only operate as such when it is properly adjusted to the ski and the boot and that this can only be done by a person who thoroughly understands the binding and the person who is going to use it.

Another thought to save broken bones is to buy good equipment and to learn how to use it properly—that is to start off by taking lessons from a qualified instructor to learn how to ski under control at all times. If we could put this last thought over to the many skiers today, I believe that we could do away with the so-called safety binding.

W. J. Hearn

Executive Assistant, C.S.P.S.

Toronto, Ont.

Sirs:

Congratulations to a fine November SKI. I thoroughly enjoyed every page.

Incidentally we have skiing in Maine. I am sure some of your readers are unaware of that fact by the lack of coverage of our ski areas. Bridgeton is starting its second winter with a 2,000-foot T-bar and a modern lodge, ski instructor, rental and ski repair shop. Sugarloaf Mountain will be one of New England's finest developments in the not too distant future.

Dick Dodge

Rockland, Me.

Sirs:

Just finished reading SKI from "kiver to kiver" as usual. I really take my hat off to you. . . .

The pictorial story, "When I Grow Up I Want To Be a Ski Patrolman," is far more than a boy operating with his pet teddy bear. It's symbolic to me to this extent. No skier wittingly, I believe, would pass a skier who was hurt and not want to do something to help him if he could. Not all kids have a patrolman's instinct at heart. Most would probably rather race. A patrolman's lot is not always the easy one and there isn't much glamor, but if a certain percentage of kids have the urge, the N.S.P.S. is here to stay. Some join it mainly for the free tow and lift rides that may result. This in itself is not bad, for not every guy has the

Continued

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PORTLAND 9, OREGON

Letters continued

dough to fork out week after week-end. And those who join to soldier on the job are soon found out and don't last long. I hope there are plenty of Bruce Lindners in the making. He'll make a pippin when he grows up. He reminds me of the kid—I only wish I could remember his name—back in the early forties who wrote me and said: "I want to join the National Ski Patrol. I am very much interested in patrol work. I am thirteen years old." It was before the formation of the Junior N.S.P.S. I was forced to write him and tell him that our minimum age for membership was eighteen. I explained the reasons for the rule and then forgot it, but saved his letter. Five years later to the day I got another letter from him saying, "I am eighteen years old today—now can I join the patrol?" Brother—I wrote him back in the same mail and said: "With an interest like yours, I hereby break the rules and you are appointed a member of your local patrol direct from the national office. Let me know the name of your patrol leader and I'll so advise him." I'll wager he's still on the job and no doubt a national patrolman by now.

C. M. Dole

Greenwich, Conn.

Sirs:

I greatly enjoyed Grace Carter Lindley's article in the December 15 issue. Her pathetic description, "Junior's poles were as high as his ears, the loops large enough to catch a rabbit," reminded me of this picture from an antique copy of SKI.

A. Y.

Portland, Ore.



SKI, JANUARY, 1955

BULLETIN!

NORTHAMPTON, MASS.—The very same principle that enables our jet planes to fly is now being used in a new device that promises to make skiing more enjoyable than ever, according to unreliable sources here.

After years of research and development, physicists at the Interuniversity High Altitude Laboratories on Colorado's Mount Evans have perfected lightweight rockets which give the skier a "boost" when he needs one. Two cylinders, each no larger or heavier than a beer bottle, are strapped on just below the knees, and by spewing exhaust gases to the rear they can propel a man on skis along the snow with speeds up to thirty-five miles an hour.

These rockets work on the old "action equals reaction" idea that whenever something gets a push in one direction, whatever pushed it gets an equal kick, but in the opposite direction. Examples of this are the recoil of a gun and the fact that if you kick a brick the force that the brick exerts back on your foot can have rather painful results. A jet engine continually hurls gases backward, and therefore it gets pushed forward.

Field tests on the new rockets have shown them to be of inestimable value to all classes of skiers. Trudging up hills will soon be a thing of the past—just turn on both rockets and they will push you up. In fact, it is expected that rockets will soon displace the tow, as it will be possible to ski at any undeveloped area without the laborious effort of climbing; with tow tickets at today's prices it is actually cheaper to go by rocket.

But, best of all, turning is a cinch if you're wearing a pair of rockets; just switch one on and the uneven forces will flip you around in a beautiful christiania—even on glare ice.

You can stop dead by just reversing both rockets. This innovation is expected to revolutionize trail skiing, as the fear of hitting a tree or a boulder can be erased from people's minds and they will be able to ski more daringly and relaxedly. So far the rockets have not been used by jumpers, but it is a safe bet that we will see some incredible air acrobatics in the near future.

Three straps, running from the rockets up the outside of the skier's legs, control their action. One, called the "steering wheel" by the Colorado sci-

Continued

Newsletter from Mount Snow

We have been keeping very busy at the Mount Snow development here in southern Vermont, where we are putting the finishing touches on our second and longest double chair lift. We are located in West Dover, just off Route 8, about eight miles north of Wilmington, Vt. Wilmington is the halfway point between Bennington and Brattleboro on Route 9, the Molly Stark Trail, and will probably become the main stopping place for skiers.

Sixty-man work crews and eight monster bulldozers have been working all summer, carving mile-and-a-half-long trails from a mountain wilderness. These trails are all the new contoured type, built for pleasure skiing, with rounded mounds, jumps and banked corners. We have experimented some with these new trails at our other area, Mohawk, in Cornwall, Conn., and find they will take up to six times more traffic without showing wear.

We have tremendous areas for future expansion and expect to build seven mile-long chair lifts to serve this wonderful snowland of ours. Two chair lifts will be completed this season, and the main lift when completed to the summit will be the longest in the East.

We are going to try to keep the friendly feeling that is so much a part of this wonderful sport of ours intact in our area, and have tried to pick people to work with us who will take a personal interest, so that you the skier will feel completely at home here. We have an unusual set-up in that this area with its \$1000 shares of stock is not only built by skiers, but owned by skiers as well. These shares provide what amounts to a lifetime of skiing, and there may be a limited number available from time to time. We have a nice location, an ideal mountain in a wonderful snow belt, and we will try our best to do a fine job in building the area.

Weekdays will be the ideal time to ski, if you can manage it, as we can then really give you the service you should expect from an area such as ours. Try to take a day off in the middle of the week, if at all possible, to try skiing as it really should be. We will be running seven days per week at Mount Snow, while Mohawk down in Cornwall, Conn., will again run four-day weekends, including Friday and Monday afternoons.

Our manager here will be Orla Larsen, formerly top instructor for the Snow Eagle Ski School in Canada. We will work with the very popular Canadian system of teaching, and hope to have a really good school, as we feel that Orla is not only one of the best skiers, but also one of the top instructors of this country.

For me this is a life-long dream coming true. We have put in a tremendous amount of work, often 24 hours per day; there is still much to be done, but there is a great deal of satisfaction in seeing this tremendous area coming along so nicely. We expect to be one of the largest areas in this country, and will certainly keep working on it. That's all for now. Hope to see you skiing with us very soon.

Sincerely,

Walt Schoenknecht
Walt Schoenknecht

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Rockets continued

entists, is hitched to a special yoke which turns both rockets together, just as the front wheels of a car turn; the other two, the "accelerators," regulate the amount of fuel fed to each tiny jet engine.

A so-called "dead man's switch," like that used on locomotive engines, shuts the power off to prevent serious accidents in the event that the skier should fall or be otherwise temporarily incapacitated.

Stem turns under rocket power are of course taboo, as the forces exerted by the jets at the skier's knees would make his skis cross and sent him into a nasty spill. It has been found that with about two hours' practice the average skier can adjust his technique to this new medium; real skill comes after a day or so of using the rockets.

The miniature jet engines burn highest gasoline, and since they have very few moving parts and are roughly three times as efficient as an ordinary internal combustion engine, they get incredible "gas mileage." A quart is enough for a day's normal skiing and climbing.

At the present time the rockets are in production at a Northampton, Massachusetts, machine shop, and it is rumored that the full output of this factory is going to the U. S. Army ski troops. It is hoped the rockets will appear on the civilian market in time for the current ski season.

★ ★ ★ ★ ★ ★ ★

FRACTURED FRENCH

I had skied for years,
But not too well;
Then all my friends said:
Ski parallel.

Each time I'd stem,
I could hear them yell:
Keep your skis
More parallel.

My form is bad,
I look like hell.
But look at my skis:
They're parallel.

I had my skis together,
They crossed and then I fell.
'Twas then I looked and saw:
My skis weren't parallel.

Both legs were badly twisted,
And soon began to swell.
But I'm happy when I look and see:
Both casts are parallel.

—Bob Clow

newsletter...

DARTMOUTH IS FAVORED TO WIN the N.C.A.A. intercollegiate championship at Northfield and Waitsfield, Vt. on March 4-6, in spite of weakness in the nordic events. Bill Beck, Chiharu Igaya and Pete Kirby are back, as well as four-eventers Egil Stigum, Tony Carleton and Captain John Bassette. Weak in the same categories is Middlebury, captained by versatile Les Streeter. New Hampshire's five returning lettermen include Jon Riisnaes, best collegiate jumper in the U.S. Denver University, with nine returning lettermen, is chief western contender for top intercollegiate honors. Among D.U. freshmen this season is Buddy Werner of Steamboat Springs, Colo.

TWENTY-THREE OF THE NATION'S best alpine skiers are attending the second annual national training camp at Sun Valley, Ida. They are seniors Brooks Dodge, Ralph Miller, Tom Corcoran, Tom Lefebvre, Jerry Devlin, Bud Werner, Max Marolt, Dick Buek, Katy Rodolph, Jerryanne Devlin, Skeeter Werner, Dorothy Modenese and Nancy Banks; and juniors Marvin Moriarty, Bill Woods, Dave Gorsuch, Frank Brown, Mel Hoaglund, Lew Fellows, Norris Durham, Leona Reny, Betsy Snite and Jill Kinmont. . . . The German Ski Association has banned downhill for 14- to 18-year-old girls, and the Barvarian Ski Association has substituted giant slalom in all women's competitions. . . . The six Russian women cross-country runners who swept the field at Grindelwald last season will again compete there on January 5-8.

GUESTS BRAVED A SLIGHT DRIZZLE at the formal opening of the Spruce Peak double chair lift at Stowe, Vt. on December 18. On the following day, a fleet of packing machines created excellent skiing on the new Sterling Run. . . . Franz Gabl, formerly of the Mont Gabriel Club, is the new pro at Lindsay's Tremblant Club, Mont Tremblant, P.Q. . . . The six-week Quebec Winter Carnival begins January 6. . . . Gray Rocks Inn, St. Jovite, P.Q. has boosted its T-bar capacity by 25 per cent. . . . Candidates for U.S.E.A.S.A. ski instructor certification will meet at Pico Peak, Vt. on January 9 for a four-day course and final examination on January 13-14. . . . Grover Wright, manager of the Long Trail Lodge, Rutland, Vt. since 1933, has purchased the entire property from the Green Mt. Club. . . . For a free copy of the New Hampshire Winter Guide, write the State Planning and Development Commission, Concord, N.H. . . . Formal opening of the new Constam T-bar at Rib Mt., Wisc. will take place January 8.

RENO IS BIDDING AGAINST LAKE PLACID and Aspen for the 1960 Winter Olympic Games. The Reno Chamber of Commerce, P.O. Box 2109, Reno, Nev. offers a free ski poster and a 10-minute color film with packaged sound for the use of ski clubs. . . . Winter-skiol, annual winter carnival at Aspen, Colo. is scheduled for January 22-30. . . . Joe Marillac, new director of the Squaw Valley, Calif. Ski School, is a native of Val d'Isere, France. . . . Nap Rocque, former chief instructor at Hoodoo Bowl and Timberline Lodge, heads a large ski school at Mt. Hood Ski Bowl this season. Tom Johnson is setting up a "ski-in" restaurant there, so skiers can buy sandwiches and drinks to consume on their way up the lift without taking their skis off. . . . New Timberline instructor is Gustav Weber, who taught on Ernie McCulloch's staff at Mont Tremblant for four seasons.

AIR-CELL ANKLE SUPPORTS are the ingenious invention of a St. Anton bootmaker. After lacing the boots, you simply inflate them with a small bicycle pump till they are tight. . . . In early-season tests at Stowe, the new Attenhofer Metallic skis handled beautifully in deep powder. . . . France has a new teleferique at Pralognan, supplemented by a Pomalift. A gondola lift is under construction at Foux d'Allos. . . . World champion Christian Pravda has been suspended from the Austrian Ski Association, on charges of competing in "unauthorized" races. . . . Chalet Cochand, Ste. Marguerite, P.Q. is building a new restaurant, the "St. Bernard," at the foot of the tows. . . . The Scandinavian Ski and Sport Shop, 775 Lexington Ave., N.Y.C. is sponsoring a three-week S.A.S. tour to Switzerland and France, starting March 4.



HIGH ADVENTURE

Only a few minutes from civilization
lies a fantastic ice world
with eternal snows and silent peaks

by TOM WEIR

THERE WAS no arguing with McKenzie. The scene was a tea shop in Glasgow. The cups and saucers had been pushed aside, and spread out on the table was a map of the Bernese Oberland. "Get to London on Good Friday, arrive Grindelwald on Saturday with as much food as we can get through the customs, get more food in Grindelwald, push up to the Jungfrauoch fully loaded, and we can bash up on skis to the Hollandia Hut on Sunday. Bags of time to get there." He fixed me with his eager eye and added, "With fourteen days' food at 11,000 feet we should be able to do a lot." I cannot remember now the number of peaks he reeled off.

His was the Spartan method of ski-mountaineering. The idea was to stay in the high cabins provided by the Swiss Alpine Club. Up there we would have to fend for ourselves, but we would be in position to climb high peaks accessible at this early season of the year only by a combination of skiing and mountaineering. Further, it was cheap. It had to be, for we were allowing ourselves less than \$100 for the complete holiday, railfare included. Ian and Allan McNicol, McKenzie and I made up the party.

The less said about third-class travel on the Continent over Easter, the better. But morning, with a glow of sunrise on pine woods, banished fatigue. The real Switzerland was upon us, green Alps bright with blossom reflected in the Lake of Thun—and high against the sky, bulging glaciers like cumulus clouds, rising to sharp peaks, pale silver and of incredible height to unaccustomed eyes. But this was nothing to the 7,000-foot north wall of the Eiger, or the ice-hung face of the Wetterhorn under which the township of Grindelwald sits.

At Grindelwald we bought supplies, overhauled our skis, checked our stores and packed loads. A depot of eight days' food

was to be left at the Konkordia Hut; the remaining food we would carry up to the Hollandia Hut on the crest of the Lötchenlücke. Bread, eggs, pemmican, dried soups, cheese, ham and chocolate were the mainstay of our diet. Tinned food was shunned as being too heavy and expensive.

At 4:00 a.m. birds were singing. We turned over for three more hours of glorious sleep before the rush of breakfast and the task of loading skis and rucksacks aboard the train that climbs higher than any other in the world. From the train we saw plenty of skiers on the slopes. Then a long, chilling climb through the gloom of the tunnel dug into the heart of the Eiger, with halts to look out of windows cut in the sheer rock, and we emerged at last into a railway station that might have been a large edition of a London tube. This station has a magic exit, an ice cave that brightens from gloom to bottle green, then to a glitter of ice—suddenly, the largest ice stream in Europe was at our feet.

The slope dropped away steeply, eased up, then steepened again before the gentle incline down the Jungfrau-firn to the Konkordia, seven and a half kilometers away. Not a hard run, but we found it tiring to snowplow with our heavy packs.

After depositing the bulk of our supplies at the glacier crossroads called Konkordia, we fixed on sealskins, adjusted our Kandahar cables to the uphill walking position and began the 2,000-foot slog to the Hollandia Hut. It felt a slog, too, for bodies newly out from Britain, but it was a joy to stop now and then and look back on the Finsteraarhorn, highest of the Oberland peaks and the real plum we wished to pick from the expedition; or glance up to the Aletschhorn, a fierce surge of bulging ice and hanging seracs. It was a welcome moment when we topped the last rise to the tiny col and found ourselves at the hut.

The sun was setting as we slung off our sacks. We were on the lip of a rock ridge, ringed by peaks that changed from pink to blood red as we looked. Beyond the shadows of the Lötchentäl, the glow lit a cloud-like peak, Mont Blanc, removed from the earth by a belt of encircling vapor. The still beauty of this ice world was worth any sacrifice of the flesh.

Next morning we set out to climb the Mittagshorn, first of all by a steep ice fall, beautifully crevassed with caves of icicles glistening in the sunshine. Carefully we examined the route, noted danger points for the downhill run and



tested for crevasses. A thousand feet below the summit we abandoned skis and unshipped ice axes and climbing rope, for the ridge was now a narrow blade calling for mountaineering tactics.

The climb was straightforward but called for care. A long crest of corniced snow was the summit. Below us were the blues of the Lauterbrunnen Valley, and an impossible height above it a sea of mountain peaks among which we recognized old friends like the Dent Blanche, Matterhorn, Weisshorn and Mont Blanc.

Back down the ridge for a lounge in the sun and a brew of hot chocolate on the cooker, and we strapped on our skis, heels down tight in the racing position. Now for the ultimate reward of the skier. Ahead was a slope like silk, a mile of it, not too steep. The two skis were as one, responding to every swing of the body. Among the seracs we had to be more careful; there was breakable crust and possible crevasse danger. It was early afternoon when we regained the hut, ready for a snooze in the sun, content at having been on a peak nearly 13,000 feet high.

Unfortunately McKenzie was not quite himself after this, having caught a chill, but he was able to climb despite unsettled weather and dangerous conditions on the glaciers. Crevasses were

Glacial snowfields of the Oberland



opening up, and many had insecure snow bridges. We were forced to ski roped together, an interesting technique readily learned, provided there are not more than two people on one rope. In the next three days, on the Ebnefluh and Gletscherhorn, we became quite expert.

A heavy fall of snow decided us on pushing down to the Konkordia Hut, to reorganize for the next part of the trip, an ascent of the Finsteraarhorn. There was dissent in the party. One opinion was that we should get down to the valleys, the argument being that the peaks were in dangerous condition. In support of this was the experience of a guided party that had lost a man down a crevasse, to his severe damage.

The other opinion was that we should hang on till we were forced out. I favored the latter plan, especially when the sun came out to warm the rocks, permitting a rock climb on the Kamm.

At 3:45 a.m. the stars were bright in a cloudless sky, and we were away by 5:00 a.m. for the Grünhornlücke. In the keen frost we made good time, stopping only to adjust sealskins or gaze at the morning glow on the peaks as gradually the rose pink gave way to gold.

The Grünhornlücke is the most perfect kind of a pass, a narrow col between high peaks. We stepped out of shadow into sunshine to look over its crest into a glittering world; 1,500 feet below us lay the glacier from which sprang our peak.

The skim down was akin to flying. The merest dusting of powder lay on hard frozen snow, giving perfect control. Looking back and forth we twisted downwards, enjoying life at its very fullest.

The usual route to the Finsteraarhorn is up the glacier to the Hugi Saddle and up the north ridge by a rock arête. There were many crevasses to cross before we reached the rocks, and the weather was worsening as we tied on the rope. But we had no intention of turning back.

Ahead of us were bands of frozen snow, alternating with icy crags. Cutting steps and clearing rocks of ice, we gained altitude quickly and enjoyed our sensational position, for the ridge fell a sheer 3,000 feet on one side. A last bulge of snow and we stood on the summit, above the clouds, the great fang of the Schreckhorn towering above an abyss of space. All around were crags, snow, ice and utter silence.

No time to linger, either. A careful descent took us to the Hugi Saddle and

Continued on page 29



You're Not That Good, Brother!

So you think learn-to-ski weeks are strictly for the bunnies and the birds!

by WOLFGANG LERT

ONE OF THE most dangerous diseases that can strike a skier is HHH: Home-Hill-Hero-itis. Among the earliest symptoms of this malady is a definite swelling of the head, necessitating a switch to the most outlandish headgear currently available. Hand in hand with this goes a desire to wear the loudest, most attention-attracting sweaters, preferably with built-in muscles. Another symptom is a pronounced inability to ski at any time except when the local hill has been flattened into ballroom smoothness and the front porch of the warming hut is crowded with pretty snow bunnies, all agog with admiration.

Another sure sign is a crick in the neck, caused by constant turning around to check whether the other people on the slope are *really* watching one's exhibition of style and grace. And when the answer to a suggestion to take a learn-to-ski week or get some lessons at one of the country's big ski schools is nothing but a pitying smile and a "What, *me* take lessons?"—brother, the diagnosis is definite.

If you've been the big frog in your

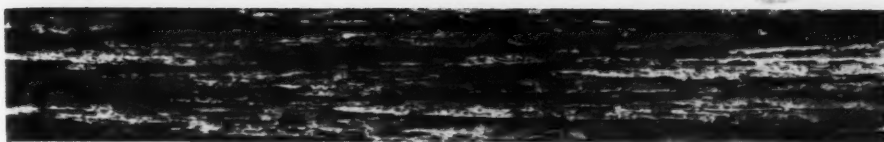
local puddle too long, if you are beginning to think you are God's gift to skiing just because you know every little wrinkle of your home hill, watch for these danger signs. For if you don't heed them, they can lead to something much worse than lower-plate wobble or underarm perspiration: SS!*

It is one of the wonderful attractions of the ski sport that you never cease learning or improving, whether you are a novice or the world champion. And the way to improve your skiing is not by showing off to inferior skiers but by skiing with superior ones; even the very best skiers benefit from an occasional brush-up session with one of the old masters. That is why ski lessons need by no means be confined to beginners and intermediate skiers. And there is no reason why good skiers cannot take advantage of lessons included in bargain ski weeks.

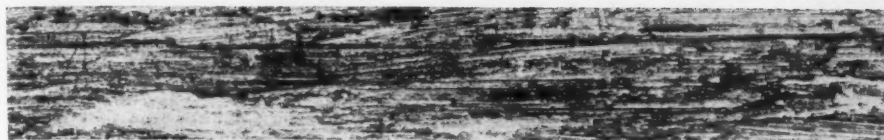
There are many ski schools in the United States today where even the "hottest" local talents can learn plenty. A prime example is the Sun Valley Ski School. I myself have watched almost the entire racing team of the Avalanche Ski Club, a group of Southern

Continued on page 28

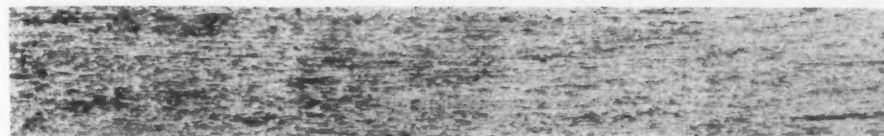
*Stagnant Skiing



Swix Grundvalla binder, microphotograph



Swix white paraffin, microphotograph



Metro 9, a semi-hard wax, microphotograph

WAX

How racers wax • What waxes are made of • Racers' wax charts
Binders and how to use them • How to step-paint and iron wax
The most complete and authoritative article ever published on wax

WONDER, Holmenkol, Dartmouth, Engen, Ske-Ez, SRS, Hürlimann, Ostbye, Record, Faski, Bilgeri, Hofer, Swix, Metro, Fall-Line, Kiva, Skiwa, Miller, Sohm, Bratle, Bradl, Hannes Schroll, Hannes Schneider, Hannes Schmid—how many brands of wax can you name? Most of these labels cover a wide range of waxes, and no two of these products are exactly alike. The number of different waxes now on the market runs into the hundreds; the number of possible wax jobs is infinite. To further complicate matters, only one of the manufacturers who claim their product is fastest under all conditions could conceivably be telling the truth. How, in the name of Ulfr, can we poor beavers learn to wax? With apologies to Lewis Carroll:

*The time has come, the beaver said,
To speak of many things:
Of lacquer, goo and downhill wax
To preen our wooden wings.*

Determined to learn as much as possible about this sticky subject, SKI editors collared wax experts and pumped them dry of information. It was gratifying indeed to witness the generous and sportsmanlike manner in which Olympic and FIS competitors like Verne Goodwin, Brooks Dodge and Ralph Miller offered their hard-won knowledge in hopes of raising the standard of American competitive skiing. Fritz Wiessner, paint chemist and manufacturer of Fall-Line and Wonder waxes, placed his large fund of technical information at our disposal.

It turns out that the racers, always innovators in the sport, have vastly simplified the art of waxing. For example, they now almost invariably paint on wax in steps for downhill and iron it on for slalom. The new techniques are fully explained in this article, which also contains the personal wax charts of two of our most outstanding racers—the first time such information has ever been published.

Why is waxing so mysterious? Because it is a craft, not a science. Crafts depend on tradition, experience and trade secrets. You learn a craft by becoming an apprentice, not by reading a book. Sciences, on the other hand, are organized bodies of knowledge. A vast research program costing millions would be required to develop an exact science of waxing. Even then, using snow-testing instruments and wax-compounding charts, it would probably cost hundreds of dollars to wax a single pair of skis for any given course. So we will have to depend on tradition, experience and trade secrets.

From experience we know that many lubricants work well on snow, or at least on certain kinds of snow. Everything from whale oil to axle grease has been tried, with varying degrees of success. For years many jumpers slid their skis over a kerosene-soaked rag at the start of the inrun—as much to slick down their paraffin as for lubrication. Racers have used automobile and floor waxes for a fast start on wet snow.

However, the ideal ski lubricant

must have additional properties. It must adhere well, wear well and waterproof the surface of the ski. Tradition has handed down the *ne plus ultra* for this purpose, the concoction we know as ski wax.

Nobody knows how ski wax was discovered, but we can guess. For centuries in Scandinavia, as in the rest of Europe, beeswax has been used as a polish for floors and furniture and as a lubricant for wooden axles and wooden gears. Whenever it was that people became interested in skiing downhill for fun, as well as cross-country from necessity, somebody must have discovered that wax would not only polish and waterproof skis but make them glide faster.

Ski wax may date from prehistoric times. Many skis were made of pine then, and somebody may have noticed that new pitchy wood ran faster on wet snow than old running surfaces. Skis were often elaborately carved and may have been waterproofed and protected with wax, pine pitch or a combination of these substances; we know they were sometimes covered with skin. In some cases one ski was used for sliding, the other for pushing—like a scooter. The gliding ski may have been waxed.

The art of waxing reached a high stage of refinement among our western "snow-shoeists" during the second half of the last century. In an article published about 1870 in *The Mining and Scientific Press*, Sierra reporter Charles

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SLAT HAPPY



Arapahoe Basin, Colo. is famous for slapstick slaloms, outdoor parlor games and plain nonsense

by LARRY JUMP

DURING the past several years serious consideration has been given to the theory that the average skier has very little attention paid him other than the collection of his tow or lift fee and his rescue from the slopes if he is unfortunate enough to injure himself. Arapahoe Basin, Colo., is one of the enlightened ski areas whose management likes to treat the average skier as an honored guest. If this means restricting organized competition, the risk has been accepted. Usually this catering to the fun skier involves doing everything possible for his convenience: putting chains on his car if the roads are slippery, arranging for rides if the bus schedule doesn't fit his plans, making financial adjustment if he is injured before getting his money's worth, and above all trying to make the skier feel he is wanted.

Occasionally we have been accused of ignoring the prima donna racer's whims when he is made to stand in line and await his turn on the lifts. However, his resentment is minor compared to the surge of anger a long waiting-line feels (and shows) when a "line-boomer" gets on out of turn. And any ski area operator cannot fail to recognize that the fun skier makes competitive skiing possible by paying the freight—the operating expenses, the depreciation charges, and (all too rarely) the dividends.

Because of this basic concern for the welfare of the average skier, more and more attention is centered on his desire to get the utmost fun for his money. One result has been the organizing of informal contests and fun competitions. Such stunts and contests can be as wild and screwy as the imagination will permit.

Arapahoe started the trend in 1946 with an impromptu ski-snowshoe race—one ski and one snowshoe. The prize: a can of cold beer. The following year it was an Easter Egg race from the top of Norway Mountain to midway. Some forty people paid a dime to enter this madcap affair. Forty skiers pushed off at a shotgun blast and raced to four different egg caches where multi-colored eggs were scattered on the snow. The rules (made five minutes before the start) required the entry to bring in at least three eggs of different colors, unbroken. The racers were not informed that the eggs were

raw, and one clever youth stuck an egg in his mouth. Unfortunately for him, he took an eggbeater at the finish line and crawled across sputtering egg-shell and yoke.

The same year a wild hare-and-hound chase for a season pass on the lifts brought out a huge field and some spectacular skiing. The hare, by previous arrangement with the rope-tow operator, was hurtled uphill at forty miles per hour while his close pursuers (who managed to get on the tow a few feet behind) were caught flat-skied when the tow was stopped the instant the hare reached the top.

In recent years, apart from regular time-trials for standard awards, informal slaloms and downhill races have been scheduled for all ages, especially during vacation periods. A series of fun races, all of the screwball variety, has been run off during each spring vacation period. None ever had fewer than twenty entries and none involved more than an hour or so of course preparation. In each case a small entry fee was invoked to more or less guarantee participation. Prizes generally consisted of a pin, a pair of mittens, a day's pass or occasionally a can of beer. A list of these races might suggest to clubs and ski areas some of the possibilities we have tested.

a) Roped slalom on practice hill. Two persons tied together with a light, breakable string; time taken when last person crosses line with string intact or repaired. Ten gates are ample for this.

b) Balloon race. Skier runs a simple slalom and has to break four or five balloons tied on the poles. This race has great spectator value since the balloons occasionally get away and blow around the slope. It also puts a premium on caution, with the rash skier usually finding himself yards below an unbroken balloon.

c) Three-legged race. Two persons, each with one ski. Again the hill should be gradual, the gates wide and few. A little training here helps.

d) Tray races. These are common in Europe and are fun, especially if the objects carried include an egg or filled bottle. Throwing a few obstacles in the path helps equalize the competition.

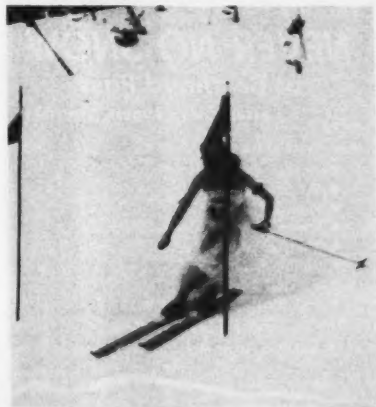
e) Beer slaloms. A word of caution here: too many beers on a cold day, and the race becomes a sad spectacle of half-sick people rushing for the cover

of the woods. Instead of placing too big a premium on capacity, the emphasis should be on speed of guzzling. We find that having a skier climb a few yards to pass a couple of gates has the same effect as a couple of cans of beer.

f) Obstacle race. One of our most successful closing-day programs included a sunrise breakfast, a potent skier's punch concocted from gallons of gin and grapefruit juice, followed by an obstacle race. On one occasion a rather stoutish girl got stuck in the last barrel but popped out like a cork from a champagne bottle when vigorously hit from behind by the next contestant. Since this race was held in early June, the corn snow and sun, helped by the punch, had everyone stretched out for sun bathing by eleven o'clock. The contents of the lost-and-found box were auctioned off for the benefit of the patrol and brought a surprising sum from the exhausted die-hards.

Another competition that has proved successful is any variation on the handicap race; drawing handicaps by chance affords a lot of suspense and entertainment. This type of race should include all ages and skills.

From experience we have found that any race should be arranged so that it involves a minimum of gate-keeping and timing. If practical, a course should be set so that either the starter or the timer can see the entire course. Occasionally the patrol is asked to help on longer courses, but part of the fun is lost when a race gets too complicated or serious. If any axiom can be stated it would be: Not too hard, not too long, sufficient incentive, and the most fun for the most people. Anything that tends to deflate the ego of the schuss-boomer will proportionately inflate the ego of the average skier, and that is the main aim. Good luck to you all, and we hope you'll enter our latest invention: a cross-country race on stilts.



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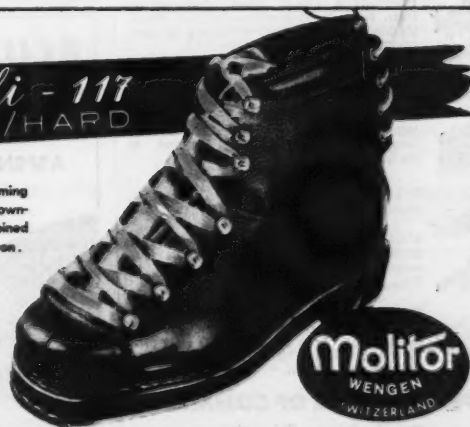
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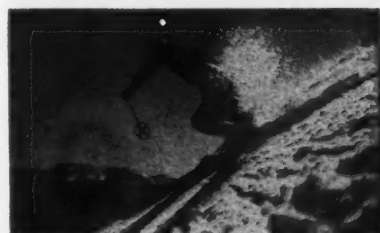
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A PLACE TO STAY

by THOMAS Y. TAYLOR

THERE IS no longer any lack of basic ski facilities in the United States. But how many resorts cater to the residential skier, the one fortunate enough to be able to stay for weeks or months? The longer the vacation, the greater the need for other recreational and cultural facilities that only an established community can offer.

For years we searched for a place to stay in the winter. We finally settled on a town that has been called one of the five most beautiful in the country.

Woodstock, Vt. is first of all a ski area. The country's first rope tow began operation here twenty-one years ago. For many years it had the country's fastest rope tow on the steep hill called Suicide Six, in addition to several smaller tows in the area. Now the hill has a high-capacity Pomalift, and we've never yet had to wait in line. When we want a change of skiing scenery, we simply drive to Stowe, Franconia, Bromley or Pico, all less than two hours away. For trips to Boston and New York, train and Northeast Airlines connections are only twenty minutes distant.

After skiing, there's always plenty to do. Hardly an evening passes without a square dance, amateur theatrical, church supper or other affair. This town of 2,500 has a movie theater, four churches, many antique and specialty shops and about seventy-five social organizations. Many activities center around the new Woodstock Community Recreation Center, which has outdoor ice skating, four bowling alleys, ping-pong tables, and a fine nursery and kindergarten. For older children, expert tutoring is available, and the co-educational Woodstock Country School will accept day pupils. Mrs. Bunny Bertram conducts a children's ski school, and children's ski races are a frequent diversion.

Occasionally we drive to nearby Dartmouth College to visit the library or attend one of the many public lectures, art exhibits, plays and concerts.

Accommodations in Woodstock are of the best. In addition to the fine Woodstock Inn, there are the White Cupboard and many smaller lodges and guest homes. Woodstock can best be described as a family resort with outstanding facilities for children. And here's a tip: if your wife is a non-skier, take her to Woodstock. She'll love it, and so will you.

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SKI-ZOPHRENIA

by DON PHELAN

THE START of another winter season has witnessed the reappearance of that sterling character and jolly good fellow, the skier. A prince among men and ever ready to quaff the nut-brown ale, with a song on his lips and a merry heart—this is the skier. Unfortunately, however, over the years it has become increasingly obvious that although the majority of skiers are normal (?), rational (?) people, there is evidence of a lunatic fringe

Continued

★ ★ ★ ★ ★ ★ ★ ★

FROM THE 'SKI RUNNER'

Feb. '34

"Urged on by the discussion and the advances of a New Yorker, Mr. Thomas Gammack, the Royces of White Cupboard Inn, Woodstock, Vt. have installed on a fine slope in Woodstock the first motor ski tow to operate in the U.S. This ski tow on its first day of operation last Sunday, January 28th, continuously carried happy skiers uphill all day. The arrangement is novel and simple. A coil of 7/8 inch manila rope knitted together with a long splice, passing over pulleys and around a tractor wheel on the rear end of a Ford Auto, provides 300 yards of uphill transportation. It is certain that nowhere in New England did skiers enjoy so much delightful downhill skiing with so little uphill effort, as on the Woodstock ski tow last Sunday."

Mar. '34

"In the Eastern Interscholastic 4 event championship meet on Feb. 3 the Senior Downhill race on the west side of Cardigan Trail was won by R. Durrance of Newport with time of 1-21-3. . . . Tied for 3rd and 4th place with E. Dion was J. Litchfield. . . . Mr. Durrance also won the men's slalom sponsored by the Woodstock Ski Runners."

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Ski-Zophrenia continued

element. Dr. Lafcadio Fuchtwanger asserts that there is such a thing as a normal, rational skier, but he has no documented evidence of this claim. It is for this reason, therefore, that the following scientific findings are now being made available, so that the harmless skier can be distinguished from the mental case. All persons are advised to be on the lookout for the following manifestations, as in most instances they conceal more serious psychotic disturbances.

SKI-ZOPHRENIA: The man (or woman, as the case may well be) who is suffering from this malady can be differentiated from the normal skier by the following symptoms. Although showing little or no signs of anxiety while at home, he will give all the indications of being half-witted while at his favorite ski area. Wearing of the skis to bed at night is often one of the first signs of the presence of this disorder. Needless to add, this habit causes untold hardships on the patient's spouse.

While on the slopes, the patient will indulge in various forms of juvenile behavior in a vain attempt to regain his fleeting youth. This behavior also causes hardship on the patient's spouse, who has to massage the patient's pulled ligaments and sore muscles. Once this psychosis takes a firm grip on the patient's mind, the rapid progression of the disease takes various forms, but the result is always the same—disaster.

One case reported at Stowe, Vt., was especially pathetic, as the patient was a family man with eleven children. Maybe this had something to do with his condition, but that is not for me to say. He became exceedingly boisterous and playful while riding up on the chair lift and stood up to wave at a friend who was skiing by, forty feet below. He executed a beautiful swan dive into the deep powder below and it took them three hours to dig him out. Had the symptoms of this victim been observed before this tragedy occurred, he might have been saved. It is for this reason that such behavior should be reported to the nearest psychiatrist, or, if none is in the vicinity, to your ski patrolman. He is equipped to handle any situation.

TYROLUNACY: Those suffering from this particular form of insanity are easier to recognize than the run-of-the-mill ski-zophrenic. As a matter of fact, a tyrolunatic is so different in appearance from other skiers that your fail-



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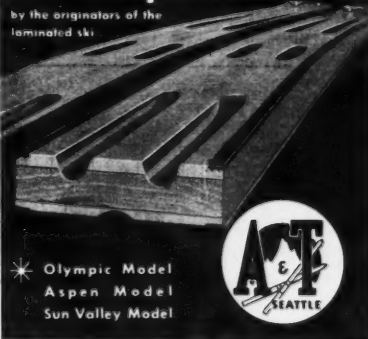
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ing to notice him would be taken as an
insult and is liable to lead to fisticuffs.

The wearing of baggy flannel
knickers and gaudy knee-length socks
is the most obvious manifestation. As
the delusion implants itself more deep-
ly into the patient's subconscious, he
imagines himself to be an Alpine guide
or Swiss bell-ringer, strikes an appro-
priate pose half way down the ski
slope and begins yodeling. That his
voice is cracked and he can't yodel to
begin with doesn't deter him in the
least. In the later stages, the patient
will even adopt a guttural German ac-
cent when he speaks and will inter-
perse his conversation with exclama-
tions of "Donnervetter!" and "Ach,
mein Gott!" etc. Although this type
isn't usually dangerous, it is a good
idea to keep your eye on him.

SCHUSSBUMANIA: Like the ski-zo-
phrenic, the schussbumaniac is in no
way outwardly different from his fel-
low man. It is only when he is on a
pair of skis that this patient's symp-
toms become obvious. The first notice-
able manifestations of this disease fol-
low the set pattern mentioned herein.
The wearing of multi-lensed racing
goggles, the use of many and various
speed lacquers and waxes on his skis,
practically no outer clothing except a
tight-fitting sweater, skin-tight ski
pants and jet-propelled racing boots.

At the outset of this illness, the pa-
tient usually asserts disdain for those
who indulge in cross-country skiing or
stem turns. Once these symptoms have
become apparent, he is soon in the full
throes of the malady. To turn in any
way once the downhill run has begun,
is to him an admission of defeat.
Straight down the slope, from top to
bottom, without stopping, he booms.
The sad part about this particular dis-
order is that theoretically such a feat
is possible, but our victim never suc-
ceeds. In the later stages even trees
and boulders hold no qualms for this
patient, and it is his firm belief that
the new wax or lacquer he has applied
to the bottoms of his skis has made
him an alpine superman, equal to any
obstacle in his path.

One case in particular I would like
to mention is that of a badly deluded
male skier of twenty-five. He insisted
that he was the unacknowledged down-
hill-racing champion of the world and,
to prove his point, proceeded to schuss
the Nose Dive at Stowe on only one
ski. The final prognosis and analysis
of this case cannot be reported, un-
fortunately, as the patient was never
seen or heard from again.



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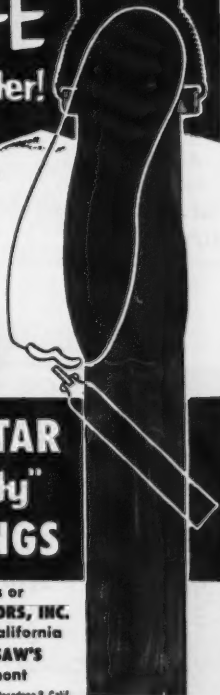
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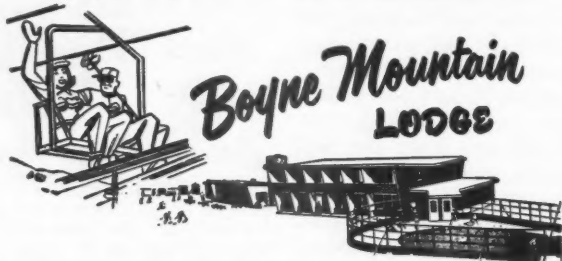
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HOW SAFE ARE RELEASE BINDINGS?

by FRANK SPRINGER-MILLER

THE 1953-54 accident statistics at Stowe, Vt., show unmistakably that skiing is getting safer all the time. This encouraging progress cannot, however, be attributed to the increased use of safety bindings. Surprisingly, the figures give release bindings only a trifling margin of safety.

The statistics themselves cannot be disputed; they are perhaps the most comprehensive ever gathered. Patrol Leader George Wesson, who earned a coveted safety award this year, conducted periodic counts of all skiers on the various lift areas, listing age groups, sex and types of bindings in use. These figures, applied to detailed accident records, show the percentage of injuries among safety-binding users to be virtually the same as among users of conventional bindings.

This comes as something of a shock and a disappointment to those who believe in the release principle and have worked for its widespread adoption. But I, for one, believe the fault lies not in the safety bindings themselves, but in their improper adjustment.

Over several years I have skied on several makes of release bindings with generally satisfactory results, for the last two seasons on a simple combination of standard toe- and heel-release units. The binding came off when it should not. But the adjustment was checked daily, even taking temperature changes and other factors into consideration. Surely, there lies much of the trouble!

What airplane pilot would strap on a new parachute, as packed at the factory, without unpacking, examining and repacking it first? Something like this happens with these bindings: the shop mounts the gadget as per instruction sheet, and the skier thinks he is all set. If it's tight enough, it won't come off in normal skiing—but that's no guarantee it will release in a bad spill.

A competent person—some mechanics and ski instructors have learned a lot about these bindings—should check the pull required to release the mechanism. Naturally, the same degree of adjustment won't work equally for a snow bunny and a heavier, faster skier. As a preliminary

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test, a sharp blow with the fist at the side of the mounted boot, and a strong pull upward, should both effect release.

The skis are then put on, pinned down by a couple of people standing on them, and the skier tries to release the binding by deliberate, increasingly strong twists and yanks. After that the skis are tried on an easy hill with snowplow and small forced turns, before using them on a regular run.

I am convinced that several makes of release bindings have inherent shortcomings that make them less desirable. But in the absence of exhausting tests, both on bench apparatus and in use by skiers of varying ability and weight, it would be highly unfair to form definite opinions about their comparative merits. Sooner or later such tests will be conducted on an impartial basis; it is the responsibility of amateur skiing to see to that. Meantime, we can permit ourselves some common-sense observations.

1. Multiple levers, pins, cams, and springs tend to get out of adjustment and sometimes break.

2. Any device affected by severe temperature changes may easily get out of adjustment.

3. Steel-to-steel contact of moving parts can be locked through condensation and freezing. Such parts should be lubricated with a cold-proof and water-resistant material, such as graphite grease.

4. A binding that holds the heel down without any "give" could cause injury before the stress becomes sufficient for release. Most experienced skiers will agree that a lift of as little as one-half or three-fourths inch at the heel is desirable for smoother skiing and in a fall will avoid a sharp jerk.

5. The trend of development should be towards simplicity.

One of the most effective gadgets is the simple leather heel strap that goes around the cable and is fastened to the ski behind the heel with just enough play to allow a lift without becoming taut. But when a severe forward strain occurs, the strap pulls the cable off the heel. This simple and cheap device is now widely used, especially in the West, where they call it a "deadman-strap." I'm also for that western cable with the closing lever at the heel. Many skiers and especially jumpers have found this cable assembly a blessing, and it won't open except in a severe spill.

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BOOKSHELF

THE MONT TREMBLANT STORY, by John and Frankie O'Rear with an introduction by Lowell Thomas. Published by A. S. Barnes & Co., 232 Madison Ave., N.Y.C., 96 pages, \$4.50.

Only seventeen years ago the now internationally famous Canadian resort was nothing but bush country. How this wilderness was transformed into a ski area with two chair lifts, a T-bar and rope tows offering thirty-eight miles of downhill running is the story told by co-authors Frankie and Johnny O'Rear. Lowell Thomas, in his introduction, starts the tale by recalling the day when a young man asked if he might join his group about to make the ascent of the Trembling Mountain—and that was the day Joe Ryan decided to buy Mont Tremblant.

The text is well illustrated throughout and of special interest is a section devoted to the "Mombo," a maneuver which when mastered is a boon to any skier's repertoire. A chapter on "The Race" includes the colorful story of the first running of the Quebec-Kandahar in 1932, when George Jost won in a solid fifteen minutes and ten seconds. By way of contrast, 1949 winner George Panisset still holds the course record of two minutes and thirty-eight seconds. The many action shots of Ernie McCulloch, Johnny Fripp, Emile Allais, Chiharu Igaya and others highlight the free-flowing style of the text.

For all those who already know and love Mont Tremblant with its replica of a Quebec village, the story of its creation and the pictures of many familiar faces will take on new meaning; and for those who have not as yet skied in this Laurentian resort, the book will serve as a delightful introduction.

The management of Mont Tremblant has been carried on under the superlative direction of Joe Ryan's wife, Mary, since his untimely death in 1950, but the story of the Trembling Mountain will always be Joe Ryan's story and "he will always emerge from the history of Mont Tremblant, a portrait of a man of unlimited personality and dimension, with a spirit indomitable as the mountain itself."

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SALOON SLALOM

by ANN BARTOS

TWO ASPEN, Colo., businessmen met one day. "Daphne looks ready for the FIS," boasted businessman no. 1. Daphne was a waitress at his supper club when she wasn't skiing.

Businessman no. 2 sputtered and purpled, in a friendly way: "John broke a record on Ruthie's Run." John was a waiter at his supper club.

The two men challenged each other and decided to settle their differences on hickories. The battlefield would be a slalom course as grueling as standard rules permit. The combatants, of course, would be the hired help. Thus the world's one and only "saloon slalom" was introduced.

The saloons actually are nice bar-restaurants recommended for their jazz and cuisine. Harking to Aspen's history as a silver mining town that almost went ghost, natives nostalgically prefer the term "saloon."

Once a year, in January or February, amateurs as well as medalists who have skied in the Olympics and FIS slip on colorful jerseys to schuss for the honor of their good old boss. Teams are motley. Age, experience and number of entrants are "open" as long as each skier is an employee of the saloon he or she represents. The 1954 program listed psychiatrists, masseurs and bouncers as well as trainers, managers and mascots.

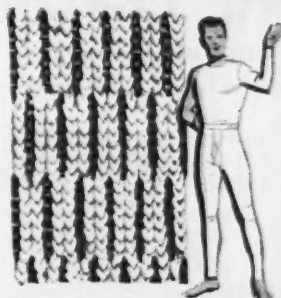
A band blasts and booms in a raucous effort to be heard above the haggling and joking. The band is also unique. Since it is financed by supper club no. 2, it strikes up an inspiring martial tune as no. 2 club skiers zip down the slopes. For no. 1 club skiers it drones funeral dirges.

Everyone had such a good time the first couple of "saloon slaloms" that no one remembered prizes. Last year an award was established. The winning saloon gets a week's free advertising on the losing saloon's premises. Proceeds from a passed fast cap go towards training some promising young Aspen skier. There will always be a "saloon slalom," vow Aspenites.

The next one will be held sometime this month, probably in conjunction with the winter carnival, Winterskol, on January 22-30. Winterskol features an old-time melodrama, "The Streets of New York," a variety show, torchlight skiing on Aspen Mt., fun hockey match, costume ball, children's race and many other attractions.

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EXPERT SKI WEEKS

Continued from page 14

California hotshots, take off for a Sun Valley learn-to-ski week year after year, then return to collect enough silverware in the local and divisional races to fill a medium-sized hock shop.

All of them were expert skiers of racing caliber when they left for their lessons. All of them were better skiers when they returned. They couldn't help it, with the instructors they had.

One winter, for instance, the Sun Valley Ski School provided, in the persons of Eriksen and Pravda, the winners of *all* the first places in the men's alpine events in the subsequent FIS world championships. In addition there were Jack Reddish, America's best racer; Hans Nogler, the Austrian Olympic ace and one of the earliest exponents of the reverse shoulder; Herbert Jochum, who had coached Andy Mead to two Olympic Gold Medals; and a number of others who could hold their own in just about any company.

Regardless of how good you are, or how good you think you are, in the top classes at Sun Valley—and in similar classes of the leading schools at other resorts—you'll have to hump yourself to keep up. You'll find that while you may have been the kingpin at home, you are now just "one of the boys"—if you are good enough, that is, to qualify for the top class in the first place.

And don't worry about not getting enough skiing because you are going to "school" instead of seeing how

many runs you can pile up in a day. When you reach the advanced racing classes, very little time will be taken to show you "how to make a turn." Unless you know "how to make a turn"—and a pretty good one, too—you won't be in class. What you'll learn here are specialized racing turns, and where and when to place them for the utmost in speed and effectiveness. And a large part of your classwork will consist in long, fast runs behind some of the world's best skiers—still one of the best methods of improving your own skiing.

So remember: the next time ski-megalomania seems about to overtake you, just get out the ski school rosters, pick a place where you will find a good teacher and some fast students, then venture forth from your comfortable home hill to the cold, cruel world where you are just another guy on skis. You'll come back a better-balanced person—with deflated ego now nicely matched by inflated skiing ability.

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DO YOU BELONG?

Do you belong to a ski club? Send us the name of your club, together with the address of your secretary. We would like, if possible, to keep informed of your activities, to accord recognition in SKI magazine of outstanding club projects and to help your club succeed in every way.

—The Editors



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SKIERS! Regular use of Blistex keeps lips smooth as the slopes.

HIGH ADVENTURE

Continued from page 13

our skis. Given good conditions, this would have been a wonderful ski run. As it was, we had to fasten on the rope and take it slowly, for crevasses were everywhere. It was 7:00 p.m. when we threw open the door of the Finsteraar Hut, so we had been on the go for fourteen hours.

A snow blanket enveloped the hut in the morning and restricted visibility to a few yards. As this is probably the most isolated hut in the Alps, we hoped the weather would not deteriorate too much; but the appearance of a Swiss guide and his party confirmed our worst fears. He predicted a storm, and he was right. It was three days before we could move, and by then we were down to our reserve rations.

It was still stormy when we committed ourselves to the pass, eight of us on one rope. Even with five of us taking turns at breaking trail, it was exhausting work; at each step our skis disappeared in a meter of new snow. Yet there were inspiring moments as the clouds shifted on the peaks, and icy mountains floated against blowing spume. Not until we climbed into the Konkordia Hut did we find respite from hard work. Our depot of food was ransacked, and there was sufficient to provide for everyone.

The next morning we took our farewell climb up the glacier. It was a scene of winter beauty: iced rocks, deep snows and the pale sky of January. We were in a remote world, separated from civilization by a hole in the snow high above us, the entrance to an ice cave that leads to a luxury hotel and train service to the valley.



On Powder Snow or Ice—

You Can CONTROL Your Skis!

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HOW RACERS WAX

THE MOST COMPLETE,
AUTHORITATIVE, ARTICLE
EVER PUBLISHED ON WAX

(Continued from page 15)

W. Hendel noted: "Every racer has at least half a dozen recipes for compounding the 'dope,' sometimes termed 'greased lightning'—one for cold snow and one for warm or damp snow . . . one for dry snow and one for wet, one for hard and one for soft; one for forenoon and one for afternoon; for extreme cold or frozen snow; and for new dry snow there is still another kind required. . . . For moist snow the dope is soft, and is made harder for increase (*sic*) of temperature, up to the frozen, when a hard dope is required."

Sounds like the latest "dope," doesn't it? For all we know, the Sierra boys were way ahead of us: "Gum, beeswax, rosin, sperm candle, and some other materials make an inferior quality of dope, only used for traveling purposes, but modern 'lightning dope' is manufactured from spermaceti, Burgundy pitch, Canada pitch, balsam of fir,



spruce, cedar, Venice turpentine, oil of cedar, pine, hemlock, fir, and spruce tar, glycerine, Barbary tallow, camphor and castor oil and many costly drugs known only to those who make it a specialty."

Wax makes a ski run faster by reducing friction and suction. Normally skis slide on a film of water. Properly applied, wax allows just enough friction between snow and ski to create this film by heat, yet presents a smooth surface for rapid sliding. In wet snow wax, because of its fish-scale-like structure and water-repellency, breaks up the suction that holds a ski in place like a trowel on wet cement. Is a film of water formed on extremely dry snow? Probably not. That is why graphite, a simple lubricant, works so well on dry, cold snow. At higher speeds, "dry suction" becomes an important factor, as we shall see later on. Wax is applied rough or smooth according to the relative importance of suction and friction: smooth for dry snow, rougher for wet snow.

for perfect SKI BOOT CARE



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WATERPROOFING
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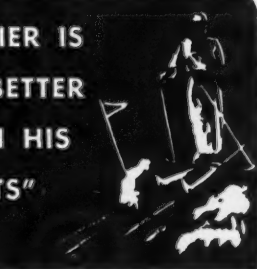
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Henke
THE SWISS CRAFTED
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Climbing wax was invented by Ostbye in 1913 and was not fully developed by the Scandinavians till after World War I. This is a substance just tacky enough so that tiny snow crystals will adhere to it so long as it is not slid rapidly over the snow. During a climb, skis waxed in this way are soled with a sandpaper of tiny crystals. During the descent, the crystals shake off or melt.

By World War II waxes had attained their present state of development, largely through procurement of better materials. Since the war the most significant innovation has been the plastic bottom which, strictly speaking, does not come under the heading of waxes. What are today's ski waxes made of? Let's play the animal-vegetable-mineral game and group the ingredients in five general classifications:

1. *Waxes*, including mineral (petroleum) waxes, such as paraffin and ozocerite, and vegetable waxes, such as beeswax. Paraffin, long a standard water-repellent in industry, is the most popular wet-snow wax. Many of the hard, brittle synthetic waxes and palm waxes have become too expensive for use in ski-wax manufacture.

2. *Resinous substances*, such as rosin and many types of synthetic resins. These materials help to give ski wax its characteristic toughness and wearing qualities.

3. *Pitches*, such as pine tar and coal tar, are used as binders. Skare and klister consist largely of pine pitch and pine tar.

4. *Oils*, vegetable such as cottonseed, banana, and coconut oil, and mineral oils, are used for softness and plasticity.

5. *Minerals*, such as graphite for cold-snow waxes, and finely powdered aluminum, used in paraffins to make them rub on easier.

Of course, not all these substances are used in all waxes. But the combined ingredients of three waxes—a hard, a soft and a pitchy wax—will include

Continued



"Do you have any safety wax to go with the bindings?"

Ski WOODSTOCK VERMONT

site of the first Ski-tow in the U.S. (1934)



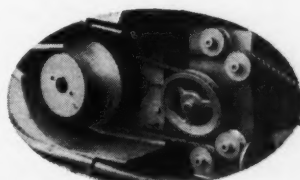
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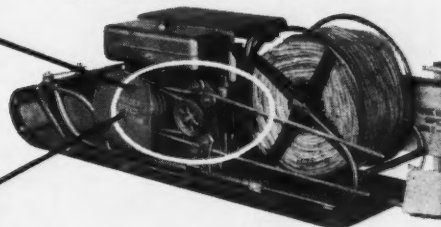
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How Racers Wax *continued*

classifications 1 through 4. By blending these three waxes on the ski, you can virtually duplicate any of a hundred different waxes made of the same ingredients.

For many years there were as many waxes in a racer's toolbox as fly patterns in a trout fisherman's jacket. Now among racers as well as recreational skiers there is a trend to simplicity in waxing—a trend attested to by the popularity of waxing kits containing a few waxes and a cork. Even the top wax "artists" are using "primary colors" to gain their most subtle effects. None of the racers queried use more than eight different waxes.

RACERS are traditionally secretive about their wax—partly to maintain the real or imaginary advantage their waxing secrets give them in competition, and partly to discourage other racers. In every race there are several competitors who make a big show of spending hours in preparing their skis, lining up their imported edge screws and brewing wax mixtures in the manner of medieval apothecaries compounding the elixir of life or a new poison for the Storz's cocktail parties—all for the sake of psychological warfare. (However, it is not for these reasons alone that certain European teams, notoriously, stand guard over their skis before a race. Wax jobs can be sabotaged without the owner's knowing it. For example, a light wiping with bacon rind will cause a thin film of ice to accumulate once the skis come into contact with dry snow. We give out this information for the protection of the innocent, not for the use of saboteurs.)

In reply to SKI's query, Brooks Dodge said: "It's like asking a football coach to tell the opposing team what plays he intends to use, or asking a race car driver to tell the others what he uses for a fuel mixture. . . . In Europe it would cause a mild uproar to ask the top racers for the information you have requested. But fortunately in this country I think we can safely say there is a greater atmosphere of friendliness and cooperation than you find over there." In common with other racers, Brooks believes that widespread use of the latest waxing methods would help raise the standard of American racing by making individual skill invariably a more decisive factor than wax.

The only useful scientific measurement of the sliding qualities of wax is

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the so-called coefficient of friction. This is simply the tangent of the angle of the slightest incline on which the skis will begin to slide from a standstill. It is useful for estimating the acceleration of any given wax at very low speed on the type of snow used in the test. But often waxes with a low coefficient of friction are relatively slow at higher speeds.

At extremely high speeds, there is a transition something like breaking through the sound barrier. It becomes important to reduce friction and at the same time overcome "dry suction" by means of air space between the running surface and the snow. For downhill, racers now paint on melted wax in smooth steps. For slalom and other low-speed competitions, they iron on the wax, creating a somewhat rougher running surface. For very hard snow and ice (where thick layers of wax would chip and give little control) they rub on a thin layer of hard wax to take care of soft spots. The type or blend of wax used is determined largely by temperature.

The first step in a paint or iron job is to apply a thin layer of binder. The traditional binder is skare. Wonder Schuss, Swix cake binder and various other pitchy waxes are good. But the hotshots now prefer a messy black goo that comes in a can, Swix Grundvalla. You smear it on with your fingers, and it simply won't wear off. At the abbreviated Inferno Race, nicknamed the "Bobtail," at Mt. Washington, N. H. after the 1952 Olympics, the boys just back from Europe all waxed with equal parts of paraffin, Swix red paraffin and Metro 5. Brooks Dodge used klistar as a binder, figuring that when the wax wore off, the klistar would run faster than Grundvalla. At the end of the race, his skis were bare. Bill Beck, who used the same wax, but with Grundvalla binder, had three-fourths of his wax left at the finish line and won easily by thirteen seconds. Of course it may

Continued



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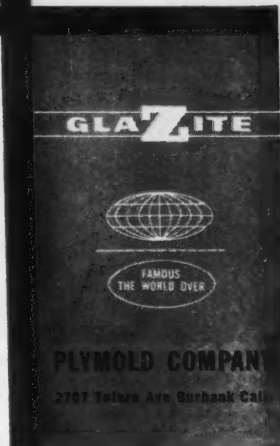
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How Racers Wax *continued*

not have been just wax, since Bill had just taken fifth in the Olympic downhill.

To paint your skis, heat the wax mixture to the boiling point, being careful not to let it boil more than a few seconds. Warm the brush by holding it in the wax but off the bottom of the pan. Use about seven strokes from tail to tip, each stroke forming a slight step. In ironing on wax, you can melt it in a pan first if you wish, but it is much easier just to hold the waxes against the iron and dribble the mixture on to the skis. Then simply iron out the running surface. In all cases be sure to wax the tip and the groove. Years ago some Englishman advised against this (why we cannot tell) and ever since, this indefensible dictum has been parroted. If you expect to do much traversing or turning, wax the sides of your skis as well.

Often experienced waxers have difficulty in deciding whether to use the iron or the brush. Even on some downhill courses, the iron is preferable under certain conditions. The key to the 1951 Harriman Cup course at Sun Valley, Ida. was a long, slow stretch. Brooks Dodge, Verne Goodwin and Ralph Miller decided on the iron. One of them, Verne, beat Ernie McCulloch, who was favored to win, by a fraction of a second.

What waxes do these boys use? With a few minor variations, they all wax about the same. It all goes back to the 1948 Olympics, where Brooks Dodge in particular picked up some European know-how, experimented on his own and passed this knowledge on to his teammates at later international competitions. The particular waxes they use, the Swedish Swix and the Swiss Metro (called Toko in Europe), are probably no better than many other kinds. They use them because a large body of experience, their own and others', has been built up around them. It is to be hoped that in the future as

much will be learned about several waxes of American manufacture, whose obvious superiority under certain conditions has already asserted itself. The waxes and blends used in various temperature ranges by two of our outstanding racers are charted below.

Whatever waxes you choose, stick to them and learn how they perform under all conditions. Learn to iron or paint on your wax over a good binder. Even if you are not a racer, you will derive great satisfaction from a good wax job that will stay on all day.

Some skiers are simply too lazy to wax except when they have no other choice but to walk down the hill. Those who refuse to bother with more than one kind of wax may carry a piece of silver paraffin or other wax containing aluminum flake for use when the going is slow. Such waxes rub on easily, even on wet skis. Skiers who are somewhat more wax-conscious are urged to buy a kit containing three or four waxes; these will be enough for all ordinary purposes.

Skis with wood bottoms should be kept neatly lacquered. This protective coating keeps out moisture and runs well on dry snow. Before applying lacquer or paint-on plastic bases, all wax must be removed from the running surfaces with a scraper, gasoline and steel wool. If wax has penetrated the bare wood, use a blowtorch to burn it out; a little charring will only toughen the running surfaces. When no more wax bubbles up under the flame, sandpaper the bottoms, and they will accept lacquer. If you're too lazy, as we are, to do this difficult cleaning job, use Tey Tape.

Good bottoms with a good wax job can greatly enhance your pleasure and ability in the sport. Contrariwise, there's nothing worse than slow skis that catch in turns, tire your feet and make you sit back. And figure it this way: the faster your skis, the more turns you buy with the price of your lift ticket.

RALPH MILLER		BROOKS DODGE	
Swix green.	—	Swix green and Swix blue. The colder the snow, the larger the percentage of green.	—
Swix green and Metro 48.		Sometimes I add some Metro 48 as the temperature goes up.	
Metro 8 and 48.		Metro 5 mixed with white paraffin and Swix green.	
Metro 8.		Metro 5 mixed with white paraffin and Swix red, or Metro 8 mixed with white paraffin.	32°
Metro 8 and 5.			
Metro 5.	32°		
Metro 5 and white paraffin.			
Swix red and white paraffin.			
Swix red, Metro 5 and white paraffin in equal proportions (for wet corn snow).	+	Swix red mixed with white paraffin. Sometimes I add a bit of Metro 5.	+



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SKI WORKSHOP

How to Position Bindings on Skis

by EDWARD SCOTT

DURING SOCIAL hours the question of the binding will not be discussed—from the bylaws of an old German ski club.

Of all the factors governing the performance of ski equipment, the one most often at fault—and at the same time most easily corrected—is the location and fit of the bindings. Only a few skiers can hope to own eighty-dollar skis and sixty-dollar boots, but all can and should have properly mounted and adjusted bindings.

Ski shops in the U.S. that turn out consistently good binding work are not so common as one would wish. Because of the short-season nature of ski business, only a few good mechanics want to or can afford to make a career of it. A uniform system of binding placement is lacking. This article will supply precise instructions; any careful craftsman who follows them can do a decent job.

Twenty years ago, when the writer started working in ski shops, the general practice was to balance the skis on a knife edge and mount the toe irons so that the toe strap or sole lug was over the balance point. Skis of those days seldom balanced at the same distance from the tails, even in a "matched" pair (they often don't today), so the "experts" would split the difference and put the binding mark halfway between the two balance marks. This method put your foot somewhere near where it belonged, but obviously had no scientific basis.

In jumping it is of utmost importance that the skis balance, since they must hang at a proper angle in flight. In cross-country racing it is of some importance too. But in downhill, slalom or general recreational skiing balance has not the slightest importance. Even in leaps off bumps or in jump turns, modern bindings hold your skis so tightly against your boot soles that the way the skis hang is entirely dependent upon the way you hold your feet. So much for balance.

Later, a few authorities tried to develop more reasonable methods of binding location based on the position

Continued

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You'll be amazed how far a ski-dollar goes in Switzerland, where hospitality is a national tradition.

Binding Placement *continued*

of the foot in relation to the running surface. Of these methods the best known are: (1) Ball of the foot at center of running surface, (2) Center of foot one inch behind center of running surface, and (3) Emile Allais' formula.

The first two, and all similar systems, have a major flaw: while they yield good results when properly applied, they depend on individual judgment and thus vary too widely. For instance, the location of the ball of the foot varies at least one inch in the judgment of various individuals. Sometimes bindings must be mounted without reference to the boots. The running surface of two similar skis can vary a foot or more. Many pairs of skis, after brief use, lose shape so that one ski has a foot less running surface than the other. Would you move that one binding back six inches to compensate for this? Of course not!

Years ago Emile Allais, who in addition to being one of the greatest skiers who ever lived, is one of the most profound students of equipment and technique, got to work on the problem. He moved bindings back and forth on his own and others' skis and took measurements on skis that handled properly. After long and careful study he evolved a foolproof system. It assumes that all skis of a given length will have about the same running surface, and that the length of the foot will be proportional to the length of the ski. It is still valid today.

I operate a small specialty ski shop at Sun Valley, mecca of great skiers both native and foreign. Most of them bring their skis to us for edging and binding work. Usually they bring an old pair and request that the bindings be mounted in the same position. Sometimes they've memorized a distance in inches or centimeters from the tail of the ski to the front edge of the toe-iron sides. In any case, the binding invariably winds up within one-fourth inch or less of where we would have

5'0"—28"	6'9"—38½"
6'0"—34"	6'10"—39"
6'1"—34½"	6'11"—39½"
6'2"—35"	7'0"—40"
6'3"—35½"	7'1"—40½"
6'4"—36"	7'2"—41"
6'5"—36½"	7'3"—41½"
6'6"—37"	7'4"—42"
6'7"—37½"	7'5"—42½"
6'8"—38"	7'6"—43"

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positioned it ourselves according to
Emile's formula.

The formula works just as well for
rank beginners. Although some advo-
cate moving it one-half inch ahead
for beginners, the writer feels that
all this does is get them into bad habits.
With the binding ahead, you can and
must sit back a little.

The formula is so simple it can be
carried in your head: *For a seven-foot
ski mount the front edge of the toe-iron
sides forty inches from the tail of the
ski. For every inch of change in ski
length, move the binding one-half inch.*
It is recommended that shops reduce
it to table form and post it near the
workbench.

The reason for using the front edge
is that toe irons vary more than an inch
in length, and only the front edge of
the sides has a constant relation to
your foot. Base plates or cover plates,
on the other hand, project in front by
varying amounts.

The boot toe should project through
the iron about three-quarters of an
inch. If you are mounting a safety-
binding toe piece or any kind other
than a standard toe iron, add three-
fourths inch to the formula distance
and mount the binding so that the boot
toe reaches this point. Racers mount
their bindings one-half inch ahead for
slalom.

In determining ski length, ignore
the manufacturer's marking. The best
American-made skis marked 7'3" vary
from 7'1" to 7'4", and current Euro-
pean skis vary from 7'0" to 7'2" when
marked 215 cm. Turn the ski upside
down and measure the bottom, bend-
ing the tape or rule around the upturn.
Read to the nearest inch.

Few of you who check your bindings
will find them near the proper location.
The question is just how much of an
error is acceptable. Racers move their
bindings one-half inch for slalom, so
they must feel that half an inch makes
a difference. For the average skier,
one-half inch off is of little signifi-
cance. But if the error is much over
this allowance, the binding should be
moved.

For example, I once moved my bind-
ings three-quarters of an inch back on
the advice of a head instructor who
saw me sitting back too much. It never
occurred to me to feel out the new
set-up and get used to it. I took off at
top speed (for me), and when things
got out of hand, I tried to turn. The
snow was smooth and hard, and I spun
clear around. The combination of three-
fourths inch more tip and three-fourths

Continued



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Sat. Feb. 26	Perry Williams Snow Ridge
Sat. Mar. 5	Special
Sat. Mar. 5	Frank Stohfeld's 5th Annual
Sat. Mar. 5	European Ski Tour
Sat. Mar. 5	Hubert Pilquet's Three
Wed. Mar. 9	Quantum Alpine Ski Tour
Wed. Mar. 9	Hans Thurner, Ski Tour
Sat. Mar. 12	Paul & Paula Voller, Ski Tour
End of Mar.	Mannes Schmid, Ski Tour
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Binding Placement *continued*

inch less tail made that much difference. It took me a couple of days to get used to the change.

However, if three-quarters of an inch was all the error usually encountered, there would be no need for this article. Actually we seldom find bindings as close as three-fourths inch to correct location, and two-, three-, and even four-inch errors are common.

A girl who will surely make the next Olympic team arrived at Sun Valley last winter for a race. The bindings on her special downhill skis were fully two inches too far ahead. They would have been very slow and almost unmanageable in this position.

A Sun Valley instructor who skis deep snow very well took a new pair of Heads—one of the best skis in deep snow—for a trial run in fresh powder. He came down the entire mountain without completing a single turn. Finally, at the very bottom, he leaned far back and just managed to "steer" one. You could diagnose the trouble here without even measuring. Sure enough, the binding was three inches too far ahead.

Some skiers hesitate to move a binding, fearing the extra holes will weaken the ski. Have no fear, the middle of a ski is so strong that it will never break unless split by improperly driven screws or weakened by a sloppy mortise. Fill the holes with putty or plastic wood and paint, varnish or lacquer over them to exclude moisture. The one exception is a ski mortised for longthongs. Two mortises near each other definitely weaken a ski, so if you must move the binding, change to a set of top- or side-mounted brackets to hold the longthongs and be sure to waterproof the old mortise with varnish, lacquer, or plastic base (don't fill or plug it).



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80 miles northwest of Montreal on Route 11. Four miles from Mont Tremblant. T-Bar lift on Sugar Peak, 100 yards from Inn. Home of Snow Eagle Ski School, Reel Charette, director—Skiing—Sleighb—Riding, etc. Genial atmosphere—Dancing—Rates \$7.50-\$11 with meals—LEARN TO SKI WEEKS \$59.95. Write for new Kodachrome Folder S. Tel. St. Jovite 17. Harry Wheeler, Host and Manager.



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MONT TREMBLANT, P.Q.

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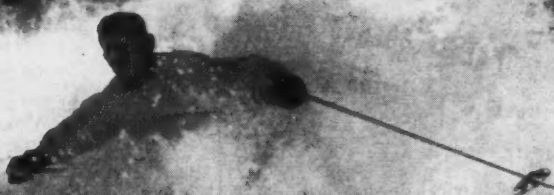
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MONT GABRIEL CLUB

See advertisement on Laurentian page.

MONT TREMBLANT, P.Q.

CHALET DES CHUTES

See advertisement on Laurentian page.

CHATEAU BEAUVALLO

See advertisement on Laurentian page.

DEVIL'S RIVER LODGE

See advertisement on Laurentian page.

GRAY ROCKS INN

Snow Eagle Ski School. Lift, skating, dancing.

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HOTEL MONT TREMBLANT

See advertisement on Laurentian page.

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MONT TREMBLANT LODGE

See advertisement on Laurentian page.

VILLA BELLEVUE

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STE. ADELE-EN-HAUT, P.Q.

THE CHANTECLER

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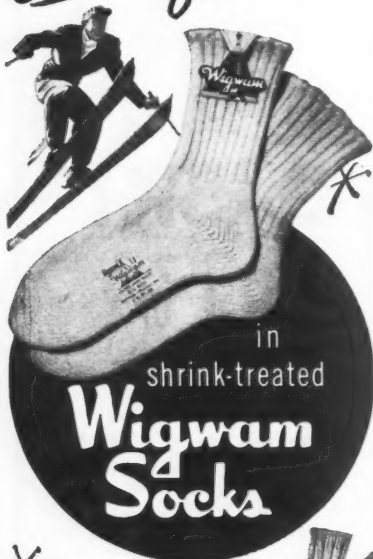
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The SUPERB SUBURB of Vancouver

How would you like to live in a town with a
double chair lift practically on your doorstep?

by JOHN LIDSTONE & SHIRLEY LALONDE

THAT LAST hour at work on a Fri-
day afternoon is the longest in
Nancy's week. This girl happens to be
fortunate enough to live in Vancouver,
British Columbia, where on a single
Saturday she could golf in the morn-
ing, play tennis in the afternoon, and
still have time for a few quick down-
hill runs before dinner.

But skiing is her first love, and on a
weekend Nancy heads for "Hen's
Roost," a cabin she shares with three
other enthusiasts on Grouse Mountain.
one of three excellent ski areas all
within half an hour of crowded stores
and rush-hour traffic. Not one second
later than five on Friday she slips out
the office door to change into ski togs,
pick up her packboard and meet the
rest of the gang for a weekend of
sunshine and snow.

From their rendezvous at the bus
depot, Nancy and her friends bundle
into a special ski bus which speeds
them in twenty minutes through beau-
tiful Stanley Park, over the Lions

Gate suspension bridge to the North
Shore and the Grouse Mountain ski
lift. The twin-seated lift is one of the
largest in North America, and takes
Nancy and her pals up from the park-
ing lot at 1,200 feet to the ski village
at 2,900 feet. The village is a cluster
of log cabins around the picturesque
Village Inn. That's only the first lap
of the double chair lift which reaches
the Grouse Mt. Chalet at an elevation
of 3,600 feet. The lift, operating the
year round, is in two sections. The
first is 5,169 feet long with 104 chairs,
the second 3,600 feet long with 90
chairs. The combined vertical rise is
2,400 feet, the longest in Canada.

From the lift the view of Vancouver
city, the Olympics, Vancouver Island
and the Gulf of Georgia keeps summer
and winter tourists gaping and their
cameras clicking. Skiers can run down
a 2,500-foot drop into the Blueberry
Bowl, which is served by a 1,700-foot
rope tow that runs half-way up the
jumping hill. Grouse Mt. is also the

site of North America's largest free ski school, sponsored by the Vancouver Sun.

Nancy is only one of hundreds of ski-crazy Vancouverites whose second winter home is a cozy cabin on one of the three outstanding ski areas facing Vancouver's harbor. To the west of Grouse is Hollyburn Ridge with its all-steel and concrete chair lift. Cabin owners on Hollyburn are as house-proud as those on Grouse. In fact, their ski cabins have been more than once featured in national magazines.

However comfortable, Hollyburn's cabins hold little attraction for their occupants when the air is crisp and snow conditions are good on the Grand National ski run with its famous Mobraaten jump hill. Even at night, enticing fireplaces are forsaken when the music and flood lights of the West Lake area lure the skier out for an extra hour or two on the slopes.

To the east of Grouse and third in the chain is 4,700-foot Mt. Seymour, which is under the administration of the British Columbia Forest Service. A half-hour drive from downtown Vancouver brings skiers to the main ski area at 3,300 feet. Seymour is well known for the diversity of its slopes. The ski school areas are popular with the novice, while such runs as the Northlands Run, the Elevator Shaft, the Manning Run, the De Pencier Run and the Brocton Gully, each with its own thrills, attract the expert.

The three mountains offer well-organized ski patrols, comfortable chalets, adult and children's ski classes and equipment rental services. The season lasts from early December to the middle of May. And so, with these facilities, the accessibility of the slopes and a six-month season, it is little wonder that Vancouver is Canada's most ski-conscious city.

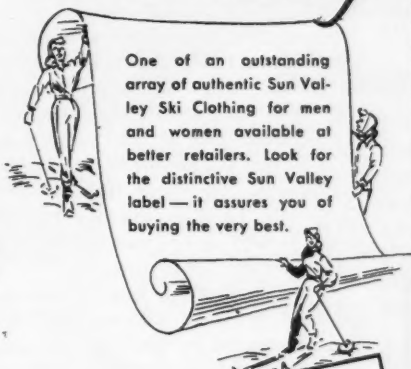
Grouse's-eye view of Vancouver, B. C.



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DARING YOUNG MAN

ONE GOOD freezing rain, and Schoenknecht will have to build a fire under his lift to get it going again," a skeptic says.

"Look, with that capacity, he's got it made," says a hopeful skier.

Sounds like something new in the ski world, doesn't it? It is. Some lifts run on cables, others on rails and cogs. But Walt Schoenknecht's two new double chair lifts at Mt. Snow, near West Dover, Vt., are the first to run on chain belts. Suspended from solid I-beam rails, the chairs are close enough to the ground so you can dismount if the lift *should* fail to operate.

No such difficulties, however, are anticipated by Walt, who supplied the basic design, or by the Link Belt Co., who executed it. In fact Walt is so enthusiastic over the astounding capacity (1,180 per hour) and comfort of his rather expensive lifts that he plans to install a total of no less than eight of them in the ski bowl that used to be called Mt. Pisgah and has a vertical drop of 1,750 feet.

A tall, modest young man with a genius for raising money, Schoenknecht also developed and still operates the successful Mohawk Mt. ski area in Cornwall, Conn. For fifteen years or so he has been searching all over the country for the ideal ski-area site and the ideal type of uphill transportation. Now he believes he has both.

Mt. Snow, over 3,600 feet high, should provide consistently good snow even into late spring. Plans call for slopes and trails on three exposures, including steep expert trails facing north. All downhill runs are being built to specifications—not just cut out of the woods—by an army of bulldozers. They feature banked turns and gently rolling terrain and, Schoenknecht believes, will hold snow under pounding much better than conventional trails.

Part of the elaborate lodge going up at the foot of the lift is open for skiers this season. When complete it will boast radiant-heated sundecks and an outdoor hot-water swimming pool. Heading the ski school there is Orla Larsen, formerly top instructor at the Snow Eagle Ski School, St. Jovite, P.Q. A couple of small lodges have opened up near the ski area, but the nearest extensive accommodations are to be found in Wilmington, on Route 9 midway between Bennington and Brattleboro.

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FRANCE abounds with winter sports opportunities! Enjoy the fine skiing at Chamonix, Megeve and Val d'Isere. Also ski at Valberg and Auron in the Alpes Maritimes... only 1 hour from the sunny Riviera. All French Ski Schools teach the Allais system by grades so instruction has been standardized.

GERMANY'S 250 winter resorts offer sportsmen thrilling vacations. Skiers, ice-skaters, bob-sledders, hikers, mountain climbers find a paradise in this land of sun and snow — world-famous skiing slopes... icy lakes... crystal-clear days... spicy winter air... and warm mountain inns with noble foods and beverages.

ITALY offers superb skiing from the Alps to Mt. Etna... Cortina... Sestriere... Cervinia... Abetone... Terminillo... each equipped for beginner and expert alike. Cable car and lifts... miles of trail... magnificent slopes. Hotels and hostels offer cozy comfort, warm hospitality. Your dollars go a long way... in colorful Italy!

SCANDINAVIA makes skiing the national sport! And no wonder for in both Norway and Sweden ideal terrain and snow conditions prevail. Near Oslo are such resorts as Geilo, Opdal and the Gudbranddalen Valley. Stockholm, too, is just a few hours away from such famous winter sports areas as Lake Siljan.

SWITZERLAND is the Winter sports Center of the World... 125 ski resorts with 5,000 hotels ranging from spic-and-span country inns to glamorous palaces, hundreds of ski-lifts, mountain railroads and government-tested ski schools. A wide choice of "snow-safe" altitudes up to 12,000 feet with the kind of snow that suits you.

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Feb. 19—Second Ski Bird Club Tour. In Feb.—Dick Button
Winter Sports Tour. Mar. 10—Fritz Loosli Ski Tour.
Mar. 12—Midwest Ski Tour.

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